

THE HAWAIIAN STAR

DAILY SEMI-WEEKLY.

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L. D. TIMMONS, MANAGER

Business office telephone, 2365; postoffice box, 366.

Oceanic Steamship Company

Sierra Schedule

LEAVE S. F.	ARRIVE HON.	LEAVE HON.	ARRIVE S. F.
MAR. 8	MAR. 15	FEB. 28	MAR. 5
MAR. 30	APR. 6	MAR. 20	APR. 16

RATES from Honolulu to San Francisco: First Class \$65; Round Trip, \$110. Family Room, extra.

Reservations will not be held later than Forty-Eight hours prior to the advertised sailing time unless tickets are paid for in full.

FOR PARTICULARS, APPLY TO

C Brewer & Co., Ltd.

GENERAL AGENTS.

Canadian-Australian Royal Mail Steamship Co.

Steamers of the above line running in connection with the CANADIAN-PACIFIC RAILWAY COMPANY, between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Auckland, N. Z.

FOR FIJI AND AUSTRALIA	FOR VANCOUVER
S. S. MARAMA.....FEB. 28	S. S. MAKURA.....FEB. 27
S. S. SIBERIA.....MAR. 11	S. S. ZEALANDIA.....MAR. 26
S. S. CHINA.....MAR. 18	S. S. MONGOLIA.....MAR. 23
S. S. MANCHURIA.....MAR. 25	S. S. PERSIA.....APR. 16

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.

Theo. H. Davies & Co., Ltd., Gen'l Agents

Pacific Mail Steamship Co.

Steamers of the above company will call at Honolulu and leave this port on or about the dates mentioned below:

For the Orient:	For San Francisco.
S. S. KOREA.....FEB. 26	S. S. CHINA.....FEB. 23
S. S. SIBERIA.....MAR. 11	S. S. MANCHURIA.....MAR. 2
S. S. CHINA.....MAR. 18	S. S. MONGOLIA.....MAR. 23
S. S. MANCHURIA.....MAR. 25	S. S. PERSIA.....APR. 16

* Will call at Manila.

For general information apply to

H. Hackfeld & Co., - - - - - Agents

Matson Navigation Co.'s Schedule, 1912

DIRECT SERVICE BETWEEN SAN FRANCISCO AND HONOLULU.	
Arrive from San Francisco.	Sail for San Francisco.
S. S. HONOLULAN.....FEB. 27	S. S. WILHELMINA.....FEB. 28
S. S. LURLINE.....MAR. 13	S. S. HONOLULAN.....MAR. 6
S. S. WILHELMINA.....MAR. 19	S. S. LURLINE.....MAR. 19
S. S. HONOLULAN.....MAR. 26	S. S. WILHELMINA.....MAR. 27

S. S. Hyades sails from Seattle for Honolulu direct on or about February 17.

CASTLE & COOKE, LTD., GENERAL AGENTS.

American-Hawaiian Steamship Co.

FROM NEW YORK TO HONOLULU, via Tehuantepec, every sixth day. Freight received at all times at the Company's Wharf, 41st Street, South Brooklyn.

FROM SEATTLE OR TACOMA TO HONOLULU DIRECT:	TO SAIL ABOUT
S. S. ARIZONAN	MAR. 9
S. S. CHIVY MARU	MAR. 2
S. S. NIPPON MARU	MAR. 23
S. S. TENYO MARU	MAR. 31

For further information apply to

H. HACKFELD & CO., LTD., Agents, Honolulu.

C. P. MORSE, General Freight Agent.

Toyo Kisen Kaisha.

Steamers of the above Company will call at and leave Honolulu on or about the dates mentioned below:

FOR THE ORIENT:	FOR SAN FRANCISCO:
S. S. SHINYO MARU.....MAR. 5	S. S. CHIVY MARU.....MAR. 8
S. S. NIPPON MARU.....APR. 2	S. S. NIPPON MARU.....APR. 2
S. S. TENYO MARU.....APR. 30	S. S. SHINYO MARU.....APR. 30

Castle & Cooke, Ltd., Agents

WHEN THE UNION-PACIFIC TRANSFER CO.

HANDLE YOUR BAGGAGE IT GETS ON THE RIGHT STEAMER.

Office King St., next Young Hotel. Telephones 1874 and 1875.

Shipping And Waterfront News

(Additional Shipping on Page Five)

TIDES, SUN AND MOON.

First quarter of the moon February 25.

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time
19	4:40	1:30	5:02	11:31	10:38	4:07	4:01	7:37		
20	5:04	1:45	5:25	11:52	11:22	4:39	4:02	8:29		
21	5:30	1:45	5:50	12:11	11:59	4:59	4:02	9:22		
22	5:58	1:30	6:18	12:31	12:31	5:24	4:02	10:15		
23	6:28	1:15	6:47	1:00	1:00	5:51	4:02	11:11		
24	6:58	1:00	7:16	1:34	1:34	6:20	4:02			
25	7:28	1:15	7:45	2:08	2:08	6:51	4:02	4:01		

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tides at Kahului and Hilo occur about one hour earlier than at Honolulu. Honolulu standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees 30 min. The time whistle blows at 1:30 p. m., which is the same as Greenwich 6 hours 0 minutes. The sun and moon are for local time for the whole group.

THE MAILS.

To San Francisco, per Sierra, February 28.

From San Francisco, per Korea, February 26.

From the Orient, per Manchuria, March 1.

To the Orient, per Korea, February 26.

To Australia, per Marama, February 28.

From Australia, per Makura, February 27.

SHIPPING IN PORT.

(Government Vessels.)

U. S. N. tug Navajo from Mare Island, July 20.

Glacier from San Francisco, December 24.

U. S. L. H. tender Kukui from cruise, February 4.

U. S. R. C. Thetis, from Seattle, February 11.

U. S. Ss. California, South Dakota and Colorado, from cruise, February 20.

(Merchant Vessels.)

Flourance Ward, from Midway Island, January 15.

Elfrida, from Hamburg, January 31.

Fred J. Wood, from Astoria, February 9.

Robert Lewers from Port Townsend, February 20.

Shinbu Maru from Karatsu, Japan, February 20.

Andrew Welch from San Francisco, February 20.

Prosper, Murchison, from Eureka, February 21.

Sierra, from San Francisco, February 22.

Restorer, cable steamer, from Victoria, February 24.

Columbian, from Seattle, February 24.

Maverick, from San Francisco, February 24.

Rosecrans, from Gaviota, February 24.

VESSELS DUE HERE.

From San Francisco

Korea, February 26.

Honolulan, February 27.

Shinyo Maru, March 5.

Siberia, March 11.

Lurline, March 13.

Sierra, March 15.

China, March 18.

Wilhelmina, March 19.

Manchuria, March 25.

Honolulan, March 26.

From Australia.

Makura, February 27.

Zealandia, March 26.

Marama, April 23.

Makura, May 21.

Zealandia, June 18.

Marama, July 16.

From the Orient.

Manchuria, March 2.

Chiyo Maru, March 8.

Nile, March 15.

Mongolia, March 23.

PROJECTED DEPARTURES.

For San Francisco.

Sierra, February 28.

Wilhelmina, February 28.

Manchuria, March 2.

Honolulan, March 6.

Chiyo Maru, March 8.

Lurline, March 19.

Sierra, March 20.

Mongolia, March 23.

Wilhelmina, March 27.

Nippon Maru, March 29.

For Australia.

Marama, February 28.

Makura, March 27.

Zealandia, April 24.

Marama, May 22.

Makura, June 19.

Zealandia, July 12.

Marama, August 14.

For the Orient.

Korea, February 26.

Shinyo Maru, March 5.

Siberia, March 11.

China, March 18.

MAVERICK BRINGS BIG BULK OIL CARGO

Standard Oil Co. Imports First Bulk Shipment of Gasoline, Distillate and Kerosene--Restorer Here En Route To Repair Cable--Rosecrans and Columbian Also Arrive

With five thousand gallons of by-products of oil, the Maverick came in this morning after a fine trip of eight and half days all the way from San Francisco. This is the inauguration of a new industry here, for in future the Standard Oil Co. will import kerosene, gasoline and distillate in bulk and pump it into drums and cans here for distribution locally.

The Maverick had on board this morning one hundred thousand gallons of Indian brand of distillate, 100,000 gallons of Red Star gasoline, and 300,000 gallons of Honolulu Star brand of kerosene. These brands are all well known here, but heretofore they have been imported in cases and drums. From now on this will stop as far as the Standard Oil Co. is concerned, for the work of putting it up for the retail trade will be done here. The Maverick may not be kept in this trade very long, for it is anticipated that she will soon be too small to keep pace with the demands made upon the base of supply at Richmond, California.

The Maverick is a small boat, but has a fairly good turn of speed, especially for an oil carrier. She was lying very low in the water this morning, and what graceful lines she might have were thoroughly concealed. But oil burners are not noted for their beauty, as they represent an entirely new type of marine construction, built for the successful carrying of oil, gracefulness being sacrificed for utility, safety at sea and a fairly good speed.

Captain McKellar reports a fine trip all the way across. He hopes to get away as quickly as possible—tonight, if he can, but by tomorrow evening for sure. He has to fill up his fuel tanks here.

RESTORER FOR COAL.

The cable steamer Restorer, arrived from Victoria this morning, nearly nine days out on the run. She will take on 500 tons of coal here and leave some time tomorrow for the broken cable. It has been ascertained that the fracture has taken place somewhere near Midway. When the Restorer leaves tomorrow she will have Captain Piltz aboard. Just what his capacity will be has not yet been known. Captain Piltz denied the report that he was going when it was published in the Star last Wednesday.

The Restorer, peculiarly, it would seem, does not carry wireless, but it is hardly to be expected that a vessel in the employ of a cable company would use a system of telegraphing that is trying to oust the one operated by its owners.

The Restorer is now tied up at the railroad wharf and will get away sometime tomorrow for the scene of the wreck. Captain Piltz will be along with the ship, and meanwhile the Flourance Ward will be laid up, as the Restorer will take on any stores that are to be taken over to the lonely cable station. Given fine weather the Restorer should be in the vicinity of the break within four days. Where she will go after she visits Midway is not known, except that she will return here for coal, and then proceed to Victoria, which is her station. Captain Piltz, of course, will be landed here.

The trip down for the first three days was very rough. But after that the weather moderated, and it was fine for the remainder of the time. Captain B. C. Combe is in command, and associated with him are A. Richardson, chief officer; R. Winter, second; W. H. Chandler, third, with C. Rowell chief engineer; J. Laker, second; J. McDonald, third; J. Senter, fourth, and S. Stern, H. Maddock, W. Harrows as assistants. The chief steward is J. A. Robb. W. Wright is

Manchuria, March 25.

INTER-ISLAND SAILINGS.

For Maui, via Molokai.

Mikahala every Tuesday.

For Kauai Ports.

W. G. Hall, L. I. S. N. Co., every Thursday.

Kinau, L. I. S. N. Co., every Tuesday.

For Kona and Kau Ports.

Kilauea, L. I. S. N. Co., alternate Tuesdays and Fridays.

ROSECRANS WITH OIL.

Completing an uneventful passage of nine days from Gaviota the Rosecrans arrived this morning with 15,000 barrels of crude oil and fifty drums of distillate.

The work of discharging this cargo was begun as soon as possible after she had tied up at the railroad wharf. Captain Johnson hopes to get away for Gaviota again tomorrow some time. He will take on about 600 empty gasoline drums here.

The run down was a fine one, said Chief Officer Johnson this morning, good weather being experienced throughout the whole trip.

COLUMBIAN HAD ROUGH TRIP.

The work of putting the big American-Hawaiian freighter Columbian alongside the railroad dock this morning was done with a neatness that called forth admiration from all who watched Captain Colcord from the dock. She slipped into the narrow passage past the Maverick and went straight ahead until her nose was almost touching the woodwork at the head of the dock. She backed a couple of inches, and then she was tied up. It was as neat a piece of berthing as has ever been seen here, even Captain Dempwolf of the Cleveland, with his twin, did not do any better.

Captain Colcord said this morning that for the first five days he had nothing but a succession of southerly gales, which kept him back a little, but ship came through them all in fine shape and entered fine weather that lasted all the way to port. The Columbian holds the record as the fastest ship in the fleet on this side, and this no doubt accounts for her running down in nine days, in spite of the bad weather met.

The cargo totaled about 3500 tons of general freight. About half of it came from New York and the other half was picked up en route along the Pacific coast. The major portion of it is for Honolulu, with a fair sprinkling for Hilo, Kahului and Port Allen.

MARAMA HAS ROOM FOR FORTY.

The Marama, due here on Wednesday next on her way to Australia, will have room for forty in the first cabin and six in the second. There are a lot of second-class bookings for this boat.

PASSENGERS BOOKED.

Per S. S. Sierra for San Francisco, February 28—Mrs. Botsford, Mr. and Mrs. G. T. Brooks, Mr. and Mrs. R. Burns, Robert Barnwell, Mr. and Mrs. P. A. Bourbank, W. A. Bailey, Mr. and Mrs. F. A. Bidwell, Miss Grace Buckley, A. Bergen, J. G. Broome, Mr. and Mrs. J. A. Campbell, Mrs. Cherry, Miss Cherry, S. V. Chandler, Mrs. C. K. Couse, W. S. Crane, Miss Alice Clark, Mr. and Mrs. L. R. Cunningham, Miss Chandler, Mr. and Mrs. D. A. Evans, Master Horace Evans, Miss A. Elsie, Miss M. Elsie, Mr. and Mrs. H. C. Fenn, Mrs. Frabagne, Mr. and Mrs. J. Chas. Green and chauffeur, Master Green, Edw. Gibbs, Mrs. M. Goetz, Miss T. Goetz, G. R. Grandy, Captain Gregory, Mrs. W. G. H. Hutchinson party (8), M. S. Hudson, Mrs. H. P. Hussey, Miss E. Hussey, A. C. Hussey, Mr. and Mrs. J. L. Humble, Mr. and Mrs. J. T. Humphreys, Mr. and Mrs. R. H. Hill, Mr. and Mrs. E. A. Holmes, Miss Holmes, Master Holmes, Miss V. L. Ives, E. Iwashita, E. C. Johnson, Miss E. Jones, Mr. Judah, Miss A. Johnson, Miss F. Klein, Mrs. B. Klein, Miss H. Klein, Mr. E. Leissner, Mrs. Grace Lacey, Mrs. J. S. Morgan, A. M. Morgenstaler, C. A. Millet, M. C. Meyers, Miss Moore, Mrs. Moore, H. Moxley, N. McDonagh, Mrs. D. McPherson and child W. A. Morin, J. T. Nolan, Geo. F. Noah, Mrs. E. B. O'Brien, M. Olin, Mr. and Mrs. Purvis, Edw. Politz, Mr. and Mrs. Pearson, Dr. L. A. Pare, Robert Ryles, Mrs. C. E. Rathburn, Wm. Rozier, Mrs. B. W. Roscoe, Mr. and Mrs. A. Roland, Miss P. Schmidt, Mrs. F. Schoneemann, Mr. Smart, O. G. Seaton, Mr. and Mrs. W. Sharp, H. D. Smith, Dr. and Mrs. H. Sullivan, Mr. and Mrs. M. E. Silva, Mr. and Mrs. J. S. Starkweather, Dr. J. W. Snodgrass, Mr. and Mrs. G. R. Smead, Mrs. E. M. Scooby, Miss J. Scooby, L. A. Sweitzer and valet, Mr. and Mrs. E. E. Stout, D. Turner, Mrs. G. A. Tripp, Mr. and Mrs. G. R. Taylor, Mrs. C. Thompson, Mr. and Mrs. W. F. Thomas, A. E. Tinker, Mrs. M.

West, A. J. Wirtz, Miss Wickersham, Mrs. John Walker, Dr. Waterhouse and party, Mrs. C. T. Wade, Master Wade, Mr. and Mrs. Yerdon and Miss Yerdon.

SOCIALIST IS SOLE

OFFICER OF REICHSTAG.

BERLIN, February 13.—German political leaders are vainly seeking a way out of the curious crisis which has arisen in the Reichstag as a result of the conflict in electing presiding officers.

In the first balloting last week, Herr Schneidemann, the Socialist Deputy was elected first vice-president, and Dr. Spahn, a member of the Center party, was made president. The latter, as well as the Liberal deputy who was elected second vice-president, have now decided that to hold office jointly with a member of the "reds" is incompatible with their dignity, and they have accordingly resigned.

Herr Schneidemann shows no signs of relinquishing his position, and the result is that for the first time in its history the German Reichstag has a Socialist as its sole official head and chief representative.

L'ENVOI OF THE ROBBERS.

When the Louvre's last picture is lifted, and the Luxembourg statues are pinched.

When the Oldest Master has vanished, and the newest canvas is cinched. We shall rest, and faith! we shall need it—He low for a season or two.

Till the work of the modern artists shall set us to work anew.

Then those that made good shall be happy; they shall start on a fresh career, And pincho a ten-league canvas, with no one at all to fear. They shall find real art to draw from, hung on the same old wall; They shall take two or three of an evening, and never get caught at all.

And only Lupin could praise them, and only Sherlock could blame; For none could be sold for money and none could be shown for fame. But each for the joy of the stealing, and each in his separate car. Speed off with the picture he's pilfered in spite of the laws as they are!

—Carolyn Wells in Judge.

ADMIRAL EVANS.